

50X1-HUM

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CENTRAL INTELLIGENCE AGENCY

-2-

50X1-HUM

8. The maximum loading capacity in the Coal Harbor in January 1951 was about 35,000 tons in a 24-hour period, with three loading platforms and 14 traveling cranes available. The actual capacity was only half as much **because of** the lack of coal and trimmers. (3)
9. The quay installations in the Free Harbor of Danzig-Nouiahrwasser were not damaged. A new shed, 25 meters wide, on the north side, extended the total length of the quay. A railroad track had recently been laid between this shed and the quay. No cranes had yet been erected. On the south side were two large sheds, five 6-ton cranes, and a track. On the western side was a large stone building, used by the customs authorities. 50X1-HUM
10. All buildings in the Schichau Shipyard had been reconditioned by November 1950. The shipyard seemed to be efficient with 6 to 7 new vessels of about 2,000 tons each lying there. Two of them had been delivered to the U.S.S.R. The other ships were also said to be designated for delivery to the U.S.S.R. The propelling plant was to be a 1,000 HP-engine built by the Skoda works in Silosia. The boilers and screw propellers were procured [redacted] in 1950. Five semi-finished drifters were in the yard at the same time. (4) 50X1-HUM
- [redacted] Comments. 50X1-HUM
- (1) These observations confirm previous reports. Work in the harbor basin, which has been declared a free harbor, is now completed. Principally goods in transit are handled in Danzig.
 - (2) The harbor basin on Westerplatte, was seized in 1925 from the Independent Free State of Danzig by the Poles to erect an ammunition dump. The largely-destroyed harbor basin seems still to be used by the Poles for transshipping ammunition.
 - (3) These statements agree with previous information.
 - (4) Up to now it was only known that one ship, formerly called the 1-szy Maj and renamed the Pervomaysk, 1,945 GRT, had been taken over by the U.S.S.R. Four more ships of the same size have since been launched from the shipyard.

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